

Twice a Month



messing about in BOATS

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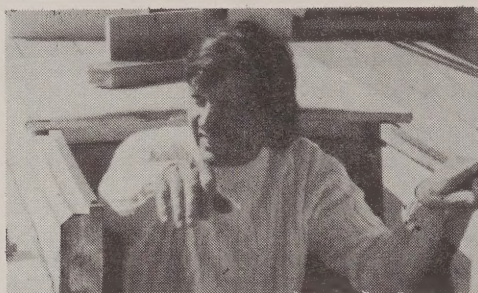
Our Next Issue

Our next issue, dated May 1st, goes into the mail about April 16th. It will include, but not necessarily be limited to, a report on how Nicholas Peck built a Bolger boat in his Manhattan apartment and sailed away from the nearby pier on a 25 mile maiden voyage; a week long (in installments) cruise up the Maine coast in a Crotch Island Pinky from the Chewonki Foundation, courtesy of Lee Huston; yet another tiny camper cruiser, this one MICRO, designed for comfort in retirement; a visit with Peter Gale who is building some low cost rowing shells in his shop near Keene, NH but has lots of other interesting plans; and maybe a look at Tony Pezzullo's traditionally built Adirondack Guideboats. If they don't all make it into issue #24, they'll turn up in the following, which will be VOLUME 2, NUMBER 1, starting out on our second year.

On the Cover

Those good old mahogany speedboats are like those good old cars, they tug strongly at the hearts of those old enough to maybe have enjoyed them in their youth. But, some just aren't around anymore, so people like Tom Frauenheim of Buffalo are building replicas. On this cover are three of the replica Garwood Speedsters Tom produces, in a nice go-for-it outing. There's a real thrill there, still.

Commentary



BOB HICKS



Recent news broadcasts on TV commented on how successful the big New York boat show was for the mass consumer boat industry. Apparently after several lean years of many tire-kickers but few buyers, the 1984 boat show saw much increased sales made as prospects loosened up the purse strings, or borrowed the bucks at today's slightly more favorable interest rates. In fact, some of the firms which had cut back their production in the face of the lack of buyers in recent years, now are looking at a sold out position almost before the season begins. I suppose that must be pleasing after losing for years, but then the "if only we had..." attitude takes over, think of all the sales that won't be made due to reduced production.

Well, that's the way it seems to be this spring in the megabucks, consumer boat market. What about our more modest level of boating, I'm sort of pitched towards affordable boating, maybe an arbitrary \$10,000 top dollar investment. That's not much today, price of an ordinary new car. Lots of really nice, good boats to be had under that ceiling, wood and plastic. I don't mean cheap mass produced plastic scows for outboards, I mean nice, pleasing, quality small boats.

How will the small builders who provide these small boats fare in what appears to be a rebirth of boating spending? These sort of builders are all small shops, many are one man shops. They don't have market research, they don't go into big consumer boat shows, they don't have time nor money to do much real sales promotion. Mostly they are just busy trying to build a few boats and hoping to find buyers.

This all must be what the people at SMALL BOAT JOURNAL had in mind when they decided to go for a boat show, in cooperation with the Newport Yachting Center. The sailboat show there is a BIG DEAL. The wooden boat show there has caught on nicely, altogether different than the sailboat show, nicer in my

view, of course (prejudice). So, why not a small boat show? I think it is a great idea, and I hope everyone around who finds their boating falling under the term "small" will go to see what there is. Certainly this is the place for those small shops to find out if they, too, will be looking at a renewed buying public.

There are a lot of interesting features in this show. There will be on the water displays, boat tryouts, comparison tests, a pulling boat race. And there should be some good deals because the show invites people to bring on leftover inventory of boats, or even used boats, for sale. Could be some real show specials to be had.

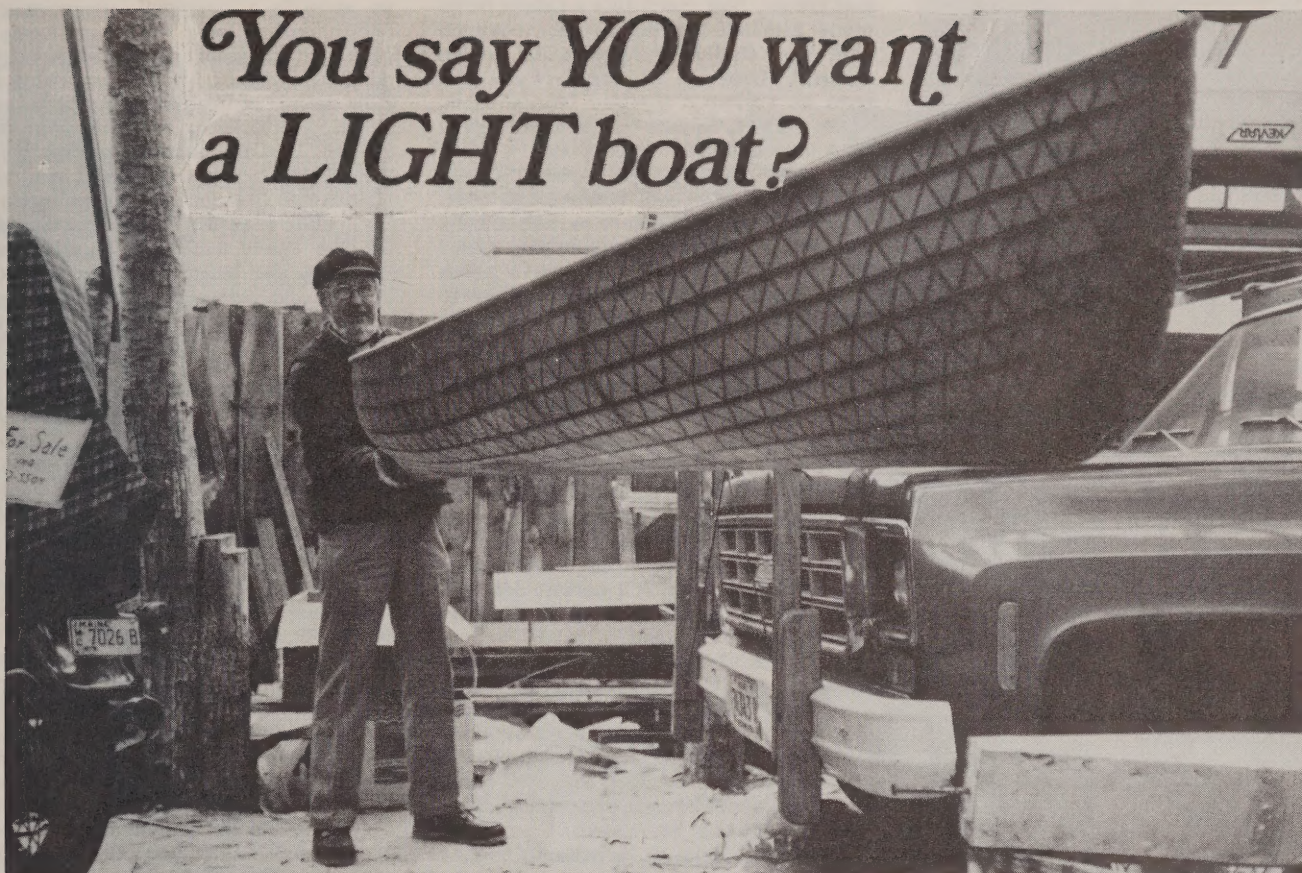
We sort of fit into this ambiance, this little newsletter is not aimed at any one highly specialized interest group. Messing about in boats seems to us to be something done more by people of moderate means in affordable craft of whatever motive power, design, material. Boats that lend themselves to being messed about with by their owners, not costly "investment" boats requiring lots of paid professional care and servicing. So naturally we will be at the Small Boat Show to meet any of you who do come, talk about what we're trying to do and what YOU think would be nice for us to do. We'll also be doing the Show from the journalist viewpoint too, as we plan follow up issues to cover all the most interesting happenings and products and services.

Take a day the end of May and go to the North American Small Boat Show. The only common denominator is the size of the boats and the affordability. Should be a great mixer of interests, and a broadening experience for anyone with still too narrowly defined an interest. Being aware of how others enjoy messing about in boats doesn't mean one also has to get involved in those other ways. But it does add perspective to one's vision of the pleasures to be had messing about in boats.



COME TO THE NORTH AMERICAN SMALL BOAT SHOW. IT'S NOT JUST ANOTHER SHOW, IT'S AN EVENT!

You say YOU want a LIGHT boat?



Report & Photos by Bob Hicks

Platt Monfort bent over the light green translucent 10 foot canoe and grasped the stem and breasthook. He then lifted it into the air to chest height, waved the far end in my direction and said, "Grab onto that end." I did. He was holding it up entirely by himself anyway, and didn't need my help to keep it up there, for this boat weighs only 8 pounds! Platt was about to show me how strong it was now, having shown me how light it was. "Hold on TIGHT," he commanded, for as he started to twist the craft along its axis I sort of was letting it go, it looked pretty fragile and I didn't want to be the guy to help turn it into a bundle of sticks and cloth. So I held on tight, and Platt really got his back into it twisting and the doggone thing never gave a fraction, I was hard pressed to hold back Platt's effort, sort of a long distance arm wrestling match.

The building in which we stood is also an ultra light. Up under its rafters hangs an ultra light aircraft chassis Platt constructed. On the floor lay several boats, a kayak built like the canoe we had just attempted to destroy, some short double ended fiberglass pulling boats with semi-visible gridwork showing through the resin on the interiors. Also in here were several vehicles, one a motorcycle with a sort of rider enclosure formed in sweeping curves of resin coated foam and covered with plaid cloth. Platt Monfort is a lightness freak, he is at the way out leading edge of this pursuit of feather-weight in all things it seems.

The building an ultra light? Yes, let's get that settled. It's a pole building, built with trees from right there on the property. It's big, maybe 24 by 50, tall, a full two stories but open all the way up, conventional peaked roof, but closed in with greenhouse plastic over lath framing. Solar heated daytimes for work. Light, cheap construction. And at the far end an inside building built of polystyrene foam insulation board. In there one keeps whatever one must keep warm. "You could live in something like this cheap while you built a house for yourself," Platt explains. I guess you could.

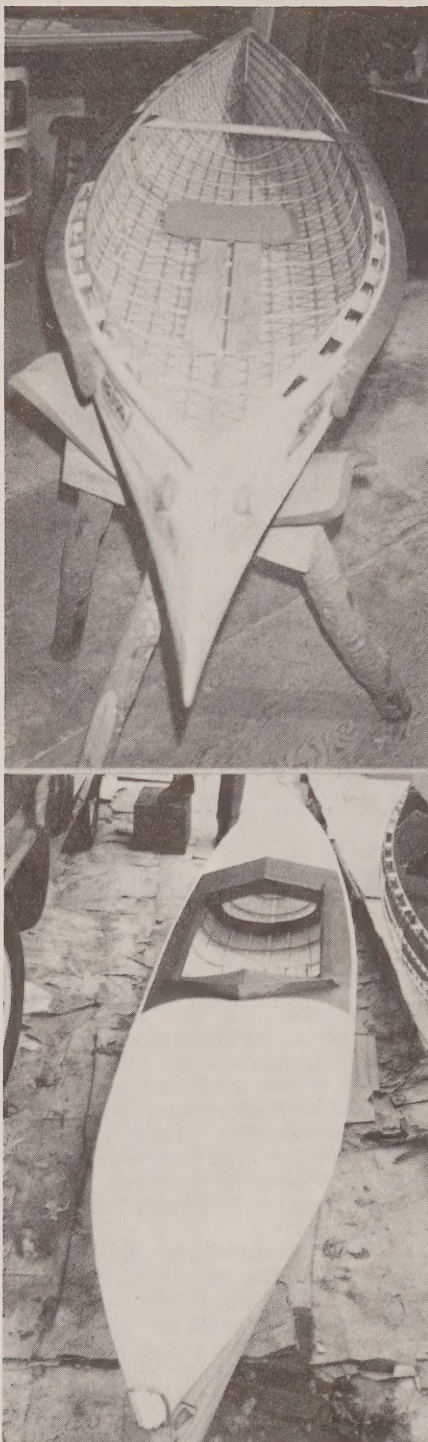
Platt Monfort is a fountain of ideas. Most relate to boats, but his past experience in aviation led him into a recent two year sojourn into ultra lite aircraft. His first commercial success from all his creativeness was Git Rot, a resin based solution to dealing with dry rot in wooden boats. The name is typical Monfort, he has quite a knack for catchy names. Git Rot caught on after a while, even though Platt had to discontinue the advertising that the resin included a fungicide (which it did) because the U.S. Dept. of Agriculture descended upon him with demands for lengthy, costly tests to "prove" it. Platt sold Git Rot to the Boatlife people a few years ago and draws royalties on its sales nowadays.

Those names. How about Dippa Ky-Nu Co.? Platt built several versions of a fiberglass canoe that could also be decked over into a sort of kayak. He showed prospects how to build cheap

paddles. He cut one in half to make it back packable, the two halves go together with a long piano hinge joint from gunwale to gunwale, a pin slides through the hinge to lock the halves together and then good old silver tape provides the watertight integrity. A fellow hitchhiked to the Newport Boat Show with it on his back as a publicity stunt but failed to sell the boat at the Show. Too avant garde perhaps.

That's Platt's main hangup, he has trouble marketing his ideas, the fruits of his ideas, the whimsically named and quite functional craft he designs and builds. The latest is an updated version of that 8 pound canoe. This new one is 12 feet long and weighs 10 pounds. It has similar construction, and just how is that done?

Platt will sell you plans for about \$20. Included are materials lists also. The canoe is a framework of longitudinal stringers set up over corrugated cardboard molds on a small strongback. Around this bundle of sticks is wrapped Kevlar strand, the whole basket of sticks is rotated on a spindle and you walk along it to weave the Kevlar round and round, spaced maybe 2 inches and on a diagonal course. Then you come back to create a diamond shaped weave. Then the Kevlar on the boat itself is coated with epoxy resin, which when set ties it all together. Another set of tiny stringers then are fitted over the inner ones, sandwiching the Kevlar in between. The unresined Kevlar from gunwale to gunwale over the strongback is then cut off, the



Top, the new 12 foot ten pound canoe.
Bottom, a kayak built in manner similar to the canoe.

hull frame, now much like a rather large model airplane fuselage, is then covered with heat shrink, zero porosity dacron aircraft covering. To shrink it you just pass on ordinary electric iron over it. Then dope it, fit bits and pieces of gunwale and interior trim wood, a foam seat pad, foam gunwale sponsons, and you have ten pounds of really tough boat.

Platt has a bunch of old coffee cans with that dacron, various types, glued over the open ends. "Here, try to punch a hole in it," he challenges. I gingerly poke with my finger, not wishing to make any embarrassing scenes. Nothing, my finger bounces. Like a drumhead. "Harder," Platt demands. So pretty soon I really go at it, but no puncture. The fabric bounces, eventually shows a tiny sag where I have repeatedly punched at it. Platt takes his material over to the Wiscasset Airpirt to have it tested. They have a gadget that presses a plunger into aircraft fabric recording the pressure it takes the deform it a certain amount. If it fails a standard, time to recover your wings or fuselage.

"Look at this one," Platt brings out another can, the fabric coated with a hard shiny finish, but ruptured. "I coated this with epoxy and went over to show those airplane guys how much better it would be than dope," he tells. "It wasn't." Out of all this experimenting Platt has a skin boat that resists puncture and is really only vulnerable to cutting with a really sharp edge.

Platt has other things going. He has a product called Stretch Mesh, a sort of flexibly woven steel wire matt, maybe one inch squares. Its used to form hull shapes over molds, it easily takes compound curves. Sort of like ferro-cement practice, you can fit this stuff over a set of molds and then plaster it, but with epoxy resin. The mesh stays in the resin to form a strengthening backbone, like re-rod in concrete work. Or you can do the job without including in the mesh, and thus re-use it. Platt still sells this product to builders.

Down "cellar" in his house is a ten year ongoing project, it's a 45 foot keelboat hull, MOBJACK, a Herreshoff design cruising sailboat. Its plastic, with steel armature within, built just as ferro-cement is, but with another, earlier Monfort product inside it. "Wireplank" is just that, long 6 inch or so wide "planks" of wire, longitudinal wire strands tied together with short cross wires. This could be used to "plank up" a boat over molds, and then be plastered with resin. That's how MOBJACK was built. But, like most such BIG projects MOBJACK is stalled, a completed hull, painted, engine installed, rudder on, some deck trim, cabin. Platt wants to sell it now. Wireplank? Obsolete. The development of Stretch Mesh in the Monfort mind obsoleted his earlier notion. He was turning out his wireplank a decade ago in that cellar with an expensive machine that could make thousands of linear feet a day of it.

That "cellar". We went down the stairs following Platt to see MOBJACK. And down, and down, and down. I thought

we were in a warehouse, there was the cellar ceiling way up there some 15 feet. I commented somewhat awestruck on this, I am used to cellars with 5 foot eight inches of headroom in which I must stoop. "Most people come down here and act like its nothing unusual," Platt responded. He was pleased I was awestruck with his idea of a proper "cellar."

Platt's projects have expanded to fill the space available, in addition to the ultra lite building and the deep cellar and its adjacent boatshed housing MOBJACK (the cellar floor is ground level at the rear of the house, where MOBJACK lives) he has closed up the two car garage for cars and now that is the present shop where the ultra lite stuff is going together. "It was too hard to heat the cellar," Platt explains, so he moved the work area into the garage. Platt's office is in a sort of connecting area between garage and kitchen. His wife has the main house full of lovely antique furniture and perhaps one might suspect her of being nervous about the encroaching production of her husband's busy mind. So far she's fended off well so Platt just builds more space as he needs it.

One more thing about buildings. He has a building he designed he calls Ultra-hut. Sort of a quonset type thing, it consists of curved galvanized corrugated narrow steel panels that bolt together to form arches, the whole thing covered then with greenhouse plastic which has a three year UV resistance guarantee. The Ultra Hut is 21' wide and 24' long. sells for \$750, stands on any flat spot, can be put up by two people in two hours and six people can pick it up and carry it around. Boat shed, car port, airplane hangar, you name it, Platt has it ready for you.

I guess maybe I ought to deal with the ultra lite aircraft a bit before we get back to the boats. All this stuff all goes together and affects Platt's boating ideas. Platt designed an ultralite aircraft chassis, there is a weight limit imposed by the FAA, so it was right up his street. He designed a self supporting wing, one which would need no external struts or wires to hold it. It is a sort of egg carton construction mostly of rigid foam with spruce stringers and that dacron covering. Light, incredibly sturdy. "But, we put together one of the welded tubing-covered-with-fabric wings that need guy wires in two hours," Platt muses, "so this one, while much lighter, stronger and better, just takes way too long to build." So he's now a bit disenchanted with the ultra lite aircraft.

Back to boats. The SNOWSHOE 12 is the new boat he has plans available for. It uses hi-tech material like Kevlar but lo-tech skills and basic facilities. He figures it is a natural for anyone who might entertain the idea of doing stitch and glue stuff. It's not fast to build, but hardly as slow as fiberglass or traditional wood. The design is a Culler Butternut inspiration. And only ten pounds. I thought Bart Hawthaway's 14 pounder of similar type in fiberglass was an ultimate.

On another bench sits a windsurfer hull. Light of course. Its an eggcrate interior covered with dacron, the standing area light plywood with the daggerboard slot, mast step, etc. It is fairly long, wide and flat, a beginner board. It is Platt's first attempt at this sort of craft. Now that the SNOWSHOE is ready to market as plans (he's not planning on building them) something new was needed.

You can still get a Puddle Dippa from Platt, he has them built by an area fiberglass fabricator. You can still get Stretch Mesh from Platt. You can now get plans for SNOWSHOE (that name comes from the appearance of the Kevlar weave inside the boat). Maybe soon you will be able to get ultra lite windsurfer plans from Platt. You can order up a building from Platt.

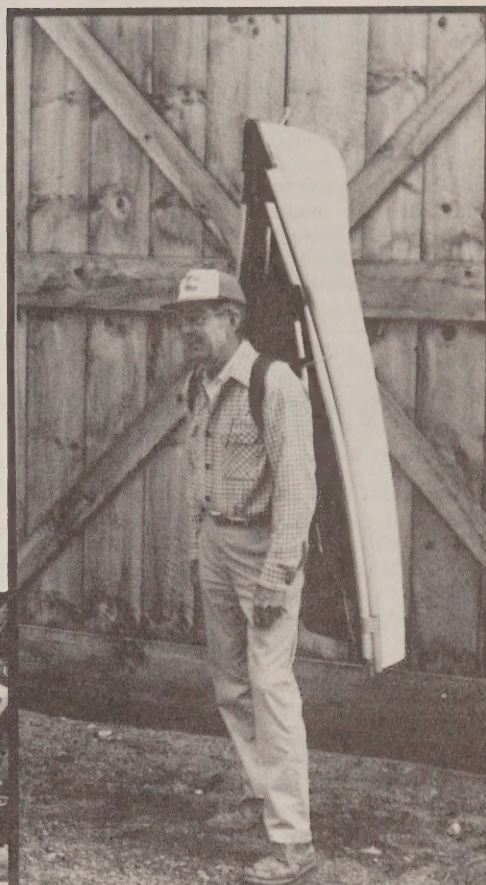
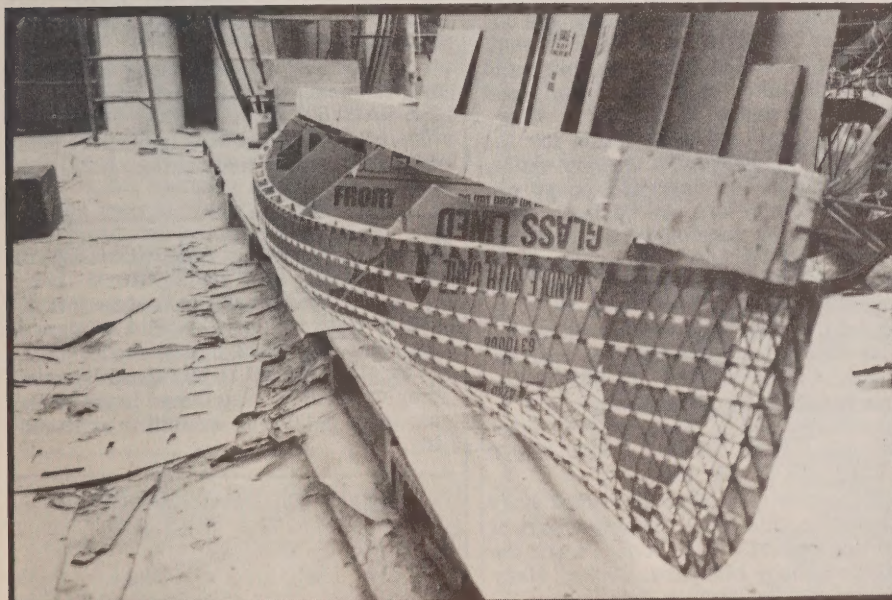
And you can buy a partly done 45 foot ferro-plastic cruising sailboat from Platt too. I guess it's just not light enough.

Left below: Another canoe partly done, the cardboard molds still in place, the Kevlar wrapped and epoxied. On top of it, the strong-back is now free, as the excess Kevlar has been cut away.

Left bottom: Platt demonstrates how his Stretch Mesh forms compound curves over molds.

Top right: The backpack canoe that was taken by hitch-hike to the Newport boat show a few years ago.

Bottom right: Platt has this windsurfer under development now.



What's happening...

APRIL 21: WHITEWATER CANOE TRIP, LEADER'S CHOICE, NH:

For details call Ed York at (617) 394-4038. Anyone contemplating joining any AMC whitewater canoe outings should contact the trip leader and be prepared to explain whitewater capabilities. These trips must be limited to qualified participants in fairness to others as well as for insurance reasons.

APRIL 28: FLATWATER CANOE TRIP, UPPER CHARLES RIVER, MILLIS, MA:

A nice section of the upper Charles, mostly flat, but with a few drops in it. For details contact Ruth Irwin at (617) 447-4637.

APRIL 28 & 29: WHITEWATER CANOE INSTRUCTION, QUABOAG RIVER, IN WARREN, MA:

This is a very popular course and may already be filled, it is limited to 20 persons. To check into call Bob Nixon at (617) 822-5768.

MAY 5: TSCA OF PEABODY MUSEUM MONTHLY MEETING, SALEM, MA:

Chuck Sutherland will show his seakayaking slides and talk about this aspect of small boat adventuring. For more information call Bob Hicks at (617) 774-0906.

MAY 5: TIDEWATER CANOE TRIP, SANDWICH, MA:

Scorton Creek is a small, winding river through marshland adjoining a conservation area. The trip leader is an informed naturalist, and this should be an easy two or three hour paddle. Contact Carolyn Crowell at (617) 888-4923 for further details.

MAY 5 & 6: WHITEWATER CANOE TRIP ON VERMONT'S WEST RIVER, JAMAICA, VT:

Contact Bob Nixon at (617) 822-5768 for further details and to confirm your qualifications.

MAY 6: SPRING TUNE-UP RADIO CONTROLLED YACHT REGATTA, SPRINGFIELD, MA:

Contact Bob Francis, Regatta Co-ordinator for further details on this radio controlled yacht race event, (617) 899-3662.

MAY 11: MYSTIC SEAPORT SCHOONER BRILLIANT CRUISES BEGIN:

These are multi-day cruises on board the schooner BRILLIANT for interested groups of ten youth or adults. In May and September they are scheduled Friday through Monday. In June, July and August they are scheduled Sunday through Friday. For further information call the Education Dept. at Mystic Seaport Museum, (203) 572-0711.

MAY 12: TIDAL CANOE TRIP, BARNSTABLE, MA:

This can be a fun day exploring the labyrinth of channels in the extensive marshes of this harbor, and if it is not too windy, cross the harbor to the end of Sandy Neck to explore an area that is otherwise a 12 mile walk from the parking area. For more details call Ann White at (617) 888-4669.

MAY 12-20: STERLING COLLEGE CANOE BUILDING COURSE, CRAFTSBURY COMMON, VT:

This nine day total immersion (not on the canoe trip!) course is organized to instruct a maximum of eight persons in building and using traditional canoes. The building portion is under the direction of Horace Strong at his canoe building and repair shop in Craftsbury Common. The canoeing training and the expedition are directed by David Brown. The first five days include morning and evening building of a traditional wood and canvas canoe at Strong's. Afternoons will include preparation for the expedition, practicing necessary skills, etc. The last four days will be an expedition somewhere in northern New England. At the conclusion, the names of all eight participants will be placed in a hat and one drawn to take home the completed canoe. All-in cost is \$750, complete. For further details contact the Canoe Building Short Course, Sterling College, Craftsbury Ctr. VT 05827. The phone is (802) 586-2561.

MAY 13: TIDAL CANOE TRIP, WEST BAY, OSTERVILLE, MA:

Explore the large protected body of water in this very attractive part of the Cape around Oyster Harbors and the historic Crosby Boatyard. Contact Mary Schmonsees for further details at (617) 428-9511.

MAY 13: HOUSATONIC OPEN RADIO CONTROLLED YACHT REGATTA, IN STRATFORD, CT:

Contact Bob Francis, Regatta Co-ordinator for further details on this radio controlled yacht race event at (617) 899-3662.

MAY 19: FLATWATER CANOE INSTRUCTION, NO. FALMOUTH, MA:

This is an informal session of canoeing instruction aimed at beginners. Anyone with a canoe planning to come should bring their canoe, there may be two or three extra canoes available in all. For further details call Chuck Wright at (617) 564-4250.

DOING SOMETHING INTERESTING?

These are the pages to let others who are messing about in boats know what you are planning. Send us your announcements of planned boating events

MAY 19 & 20: CAPE & ISLANDS TSCA TRADITIONAL SMALL CRAFT MEET, OSTERVILLE, MA:

The annual spring opener two day get-together of owners and lovers of traditional small rowing and sailing craft at the Crosby Boatyard in Osterville on Cape Cod. An evening program Saturday night is usually provided and a potluck supper is scheduled. For further details contact Dr. John Roche, 36 Friendly Rd. E. Harwich, MA 02645.

MAY 19 & 20: DIVISIONAL RADIO CONTROLLED YACHT REGATTA, MARBLEHEAD, MA:

Contact Bob Francis, Regatta Co-ordinator, for further details at (617) 899-3662.

MAY 20: MYSTIC SEAPORT SCHOONER RACHEL B. JACKSON SAIL TRAINING BEGINS:

Weekend and week-long sail training cruises for adults are conducted on the RACHEL B. JACKSON. Contact the Education Dept. at Mystic Seaport Museum for further information, (203) 572-0711.

MAY 25-27: NORTH AMERICAN SMALL BOAT SHOW, NEWPORT, RI:

The first annual boat show just for small craft of any sort of design or material or construction should be an interesting kickoff to the upcoming summer of boating. See the ad in this issue for more details on exhibiting or attending.

MAY 25-28: MYSTIC SEAPORT MUSEUM SCHOONER BRILLIANT SAIL TRAINING WEEKEND:

This will be a celestial navigation course for adults on board the schooner BRILLIANT. Limit is 8. Contact the Education Department at Mystic Seaport Museum for further details, (203) 572-0711.

MAY 26: TIDAL CANOE TRIP, HADLEY HARBOR, WOODS HOLE, MA:

If it is not too windy this trip will go from Woods Hole to fascinating Hadley Harbor and maybe on to the Weepecket Islands off Naushon Island. Only strong and confident canoeists please as this notorious passage can be treacherous at times. Does that whet your appetite? If too windy the trip will explore more sheltered harbor and pond. For more details, call Chuck Wright at (617) 564-4250.

early enough to allow our readers to discover your plans and perhaps take part. Send details to BOATS, 29 Burley St. Wenham, MA 01984.

MAY 26-27: 3RD ANNUAL SCALE SHIP & BOAT MODEL COMPETITION & EXHIBITION, THOUSAND ISLANDS SHIPYARD MUSEUM, CLAYTON, NY:

Open to amateur and professional modelers, and to displays from corporate sources, this is a combined show and contest, with static display models as well as radio controlled models on the water. The location also has a full display of full size traditional and antique watercraft. For details on entry or on attending to observe, contact Frederick P. Schmitt at Thousand Islands Shipyard Museum, (315) 686-4104.

MAY 26 - 28: WHITEWATER CANOE TRIP, ANDROSCOGGIN RIVER, NH:

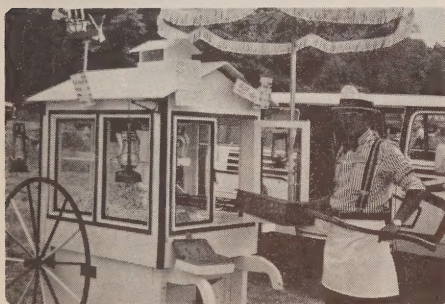
Contact Russ Ottey at (617) 563-6637 for further details and to discuss your qualifications.

MAY 26 - 28: WHITEWATER CANOE TRIP, BATTENKILL RIVER, VT.

Contact Bob Milburn at (617) 878-1605 for further details and to discuss your qualifications.

BLUE WATER KAYAKING

An outfit known as Eastern River Expeditions, organizer of many river raft, canoe and kayak trips, is offering sea kayaking expeditions for 1984. These will run from June through September and range from coastal day trips to two to five day camping expeditions on protected coastal waters. They are open to inexperienced persons, so might be a way to give this game a tryout at moderate cost. Day trips are \$60, weekends \$160, equipment necessary included. The trips run out of Deer Isle, ME. and you can learn full details by contacting Eastern At Sea, Box 1173, Greenville, ME 04441, phone (207) 695-2411.



MR. POPCORN

Last summer at the steamboat meet in Moultonboro, NH a concessionaire very appropriate to the ambience of the event was on hand. Steve Picone calls himself Mr. Popcorn, and he has a genuine old time popcorn maker with all sorts of individual customer choice options available. Steve is interested in bringing his popcorn outfit to other old time boat meets in 1984 anywhere in New England. If you are organizing this sort of event and think that such a concession would be well received (it certainly was at Moultonboro) you can contact Steve at Box 32, School House Rd, Sandwich, NH 03270, phone (603) 284-7042.

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WE TURN UP TWICE A MONTH AT YOUR HOUSE IF YOU HAVE A SUBSCRIPTION! IT'S ONLY \$15 FOR 24 ISSUES, THAT'S ONLY 63¢ EACH, \$1.25 A MONTH. SUBSCRIBE!

North American SMALL BOAT SHOW



DISCOVER THE ENJOYMENT OF BOATING!

Whatever on-the-water means to you — rivers, bays, or the ocean — see the broadest, most exciting variety of water craft available at the first annual North American Small Boat Show. Sail, power, and paddle. Trailerables and cartoppers: daysailers, cruisers, sportsfishermen, windsurfers, canoes, kayaks, dinghies, inflatables, rowing and sculling craft. You name it. They all float, but they're all different. You'll find used boats for sale too.

AND SEE THE BOATS IN ACTION!

At America's first public viewing of comparative Sea Trials selected sail, power, and rowing craft will be evaluated by the editors of SMALL BOAT JOURNAL, the authorities on pleasure craft under 30 feet. Some boats will be available for in-the-water tryouts.

THIS IS THE TIME AND THE PLACE TO BUY!

Talk with builders of traditional and space-age boats, see new designs, reborn classics, marine hardware, accessories, motors, clothing and gear.

May 25, 26, 27, 1984

The Newport Yachting Center

P.O. Box 549, Newport, RI 02840-0005 401-846-1600

Adult \$4.00 Child (under 16) \$2.00

THE SMALL BOAT RACE

An open regatta to be raced in shells and rowboats, singles and doubles, for men and women; Sunday at 1:00 p.m.

For details write:
John Peinert, 52 Coffin Avenue,
New Bedford, MA 02746

For advance discount tickets, please fill out this coupon and return to:

North American Small Boat Show
P.O. Box 549, Newport, Rhode Island

Name _____	Adult No. _____ x \$3.00 = _____
Street _____	Child No. _____ x \$1.00 = _____
City _____	Total = _____
State _____ Zip _____	

After talking about this trip for over a year and planning it for several months, it was hard for us to believe on September 5th that it was about to get underway. All four of us involved spent a restless night thinking about last minute items and all the "what if's" associated with an adventure so entirely dependent upon the weather. From an ocean kayak seminar I had attended the previous April in British Columbia, I had acquired a few of the basic facts about this sort of trip, average cruising speed 3-1/2 mph, three days paddling followed by one day of rest, etc. So we planned to average 25 miles per day on a 14 day trip, all the way around Long Island, about 275 miles. All four boats were Klepper touring kayaks fitted with rudders.

On September 6th we launched the boats in pre-dawn light at 5 a.m. A few friends were there to see us off along with a press photographer. It was a hot, calm morning as we headed into the strong current approaching the Hell's Gate section of the East River. This was not as planned, we had hoped to arrive at this point at slack high tide and take advantage of an outgoing current down the East River. Later we ascertained that the Coast Guard contact had forgotten to figure in the one hour difference for Daylight Savings Time. So we had to stay within a few feet of the shore to avoid the main force of that current in order to make any progress at all. It was slow progress past Manhattan, the tide finally slackened near the 59th St. bridge and we arrived at the Williamsburg Bridge at 10:30 a.m. for our first break and some breakfast. The crew from the firehouse at which I work were at the bridge to greet us and brought us some food and drink. They gave us an official sendoff (airhorns & sirens) from the bridge, a fitting send-off for four firemen. From here to the Verrazano Bridge the tide was with us and we made good time. Our main concern was to clear the mouth of New York Harbor before the incoming tide began, and we succeeded.

But we ran into a lot of difficulty at Breezy Point, about six miles from the Verrazano Bridge. Had we studied our charts more carefully we might have realized how strong the tide would be through this inlet, a very wide inlet draining a huge bay area (Jamaica Bay-Kennedy Airport area). We probably caught it at maximum incoming flow and we became widely separated trying to get around the point. I made it with a maximum sprint and the assistance of a few favorable waves, although I passed dangerously close to the rocks and irked a few fishermen. When I got ashore, I could just barely see two of the other three guys, so I put on swim fins and swam out to a nearby fishing boat. The owner, who happened to be an off-duty fireman, was glad to lend assistance in locating the third guy, Carl, who had been swept back into the inlet and was heading for the nearest shore on that side of the inlet. The other two paddlers, Jim and Tom, landed here also. Carl was a bit shaken up by this experience. In

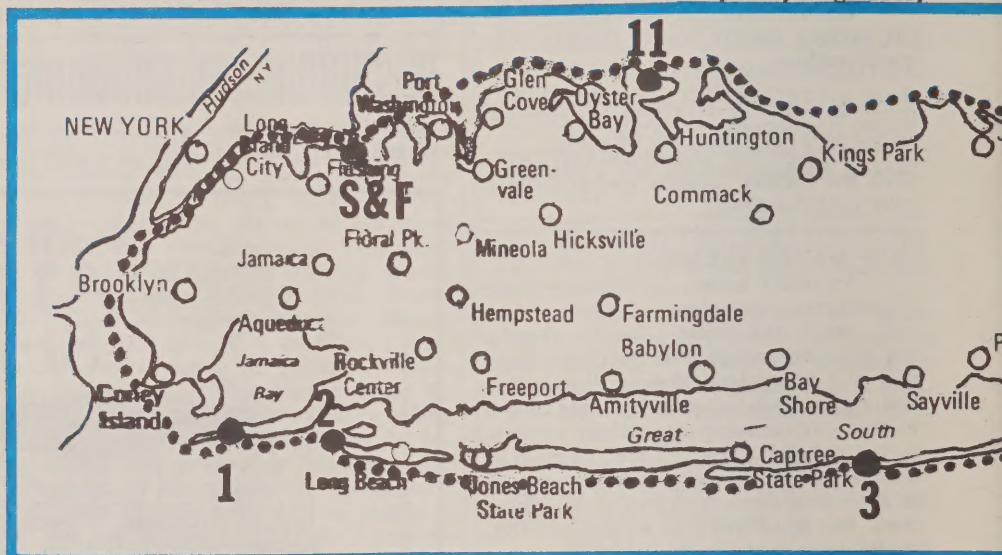
a way, it was probably just as well that this happened early in the trip. We were much more careful about staying close together and calculating possible unfavorable conditions at inlets, etc. for the rest of the trip. Carl broke a rudder cable while out in the inlet in very choppy water, which had added to his problems. Jim and I, who were more experienced, were at fault here for not staying with the other two guys. This should have been our #1 priority.

We carried our boats along the breakwater about a half mile to the ocean and set up camp. We were 30 miles into the trip. The mosquitoes murdered us that night. The screen on our tent had a defective zipper. Everyone was tired and we had some blisters. Tom and I

determined that in calm water we averaged one mile in 16 minutes.

A stop along the beach on Fire Island got a lot of bathers very interested in our boats and trip. A lot of nude sunbathers along the way made cruising in close to shore popular. Kayaks do not cruise well in dry sand, though, I found out. We camped that evening in the vicinity of Sunken Forest National Park. Camping in the Park itself is not permitted.

September 9th dawned still with a flat calm ocean, everyone wanted to skip the rest day as long as the weather conditions were so favorable. It's been calm for three days now, temperatures up in the 90's. Everyone is covering up from the sun. Shirts, hats, sunglasses,



got a lift to town, two miles away, on a beach buggy and brought back beer, pizza and wine. The mosquitoes loved it!

On the 7th we launched early, glad to get away from that spot. The ocean was flat calm, an easy 12 mile run to East Atlantic Beach to stop at a friend's house. This was where we had hoped to arrive our first day and take the second day for rest. Forty miles the first day seems a bit unrealistic, but there was no place that we knew of to camp between our start and East Atlantic Beach. We had thought that the outgoing tide would make the trip down the East River a faster one. Anyway, we spent the afternoon making repairs getting rid of a few items, and had a great supper. We were still on schedule.

The third morning, September 8th, was flat calm again, we made 34 miles, our best day. We passed Long Beach, Jones Beach (Tom accidentally went over trying a high paddle brace and we practiced a deep water rescue) and got twelve miles along Fire Island.

We saw an ocean sunfish loafing around on the surface 100 yards off Tobay Beach. Interesting creature. I'd like to learn more about them. We met a few friends at Gilgo Beach, stopped and had lunch. This was our first stop of the day. We already had 16 miles behind us. We have frequently jogged the boardwalk at Long Beach and know the distances from one point to another. From this we

Sunblock '15' and lots of water, which we have been replenishing along the way. Everyone is wearing gloves and tape here and there for the sore spots. Tom's wrist is a bit swollen and sore, he taped it up and that seemed to help. These first few days one feels the most aches and pains until the kinks get worked out. It got easier as we went along. We had all done a fair amount of working out months in advance to prepare for this trip. So today we did 24 miles in a relatively uneventful day.

We stayed the night at a friend's home several miles east of Moriches Inlet. The wind was starting to pick up, at dusk it was reading 18, gusting to 25 from the southwest. We have a windmeter and weather radio with us.

The fifth morning brought us a rough ocean, winds about 20 to 25 mph and predicted to remain that way throughout the day. High tide and a very steep beach made the ocean launch difficult. We decided on launching the least experienced first, assisted by the other three (one on each side of the bow and one at the stern but not directly behind). Between sets of waves we gave Carl a catapult launch into the surf. He got dumped and we had a difficult time with his swamped boat. No injuries resulted, however. Tom, in the second boat, was launched successfully. Carl had taken a pounding in the surf and we decided to bring Tom back in and cruise the bay side for the

day.

We brought Tom back in by attaching a 10 foot length of rope to his bow, and then two of us hung onto the end of the rope. Although one moves much more slowly when backing through the breaker line (waves 6 plus feet) in this manner and takes a beating, it prevents the boat from turning sideways and getting slammed over onto the steep beach, which was our main concern. It took all hands to get Tom safely back onto the beach.

A two block portage over to Great South Bay and we were on our way to the east. By mid-afternoon we arrived at Shinnecock Inlet. After a quick survey of the inlet and ocean conditions (it was much calmer by now) we decided to paddle through to the ocean side. We would

high tide, with any kind of surf, launching and landing would be extremely difficult. Our luck with the weather was really holding up nicely. A hurricane was near Bermuda but was headed northeast and posed no threat to our trip. We arrived at Hither Hills campsite by late afternoon, ten miles short of Montauk Point, 23 miles for the day. We met some nice people here. Some firemen from Jim's, Carl's and Tom's firehouse came out by car and spent the evening with us.

On the seventh day we enjoyed an easy trip around Montauk Point in calm conditions. We timed our arrival at the point to coincide with slack high tide. Tom had rudder problems again, but we had no problems with currents around

September 14th dawned grey and stormy, we walked into town for breakfast. On our return we accomplished a difficult launch off a steep, rocky beach into an 18 mph northeast wind and choppy following seas that made progress difficult. The boats tended to swerve around a lot in this kind of sea condition, forcing us to cruise further apart.

We hauled into Mattituck Inlet for groceries, phone calls, and HOT SHOWERS, a real luxury. Heading back out, my rudder foot pedal came loose (the rivets had pulled out). I had a hard time keeping up because my energy was directed toward maintaining directional control. We camped at day's end on a windy, exposed sandspot and saw some deer along the beach. Tom's sleeping bag was not adequate, he was cold all night. Another 22 mile day.

It was too rough to launch on the morning of our tenth day, the wind blowing in at 25 to 30 mph from the northeast. I made some makeshift rudder repairs with wire and nylon thread. We enjoyed dozing in the brilliant morning sun. By noon things calmed down enough to launch. We made up the time lost by cruising a few hours after dark, reaching Mt. Sinai Harbor. We all had a few too many beers at the yacht club (the locals were surprised to learn how we had arrived). This night a low profile camp, no tents, as we were on an exclusive private beach. We'd covered 25 miles despite the late start.

On the eleventh day we stopped at Crane's Neck after a few easy miles to stretch and fuel up for a 12 mile crossing, point to point to Eaton's Neck. About 4 miles out the wind, out of the southeast at 20 to 25 mph, gave us a bad time. The whitecaps were washing over us. When we reached Eaton's Neck, our comments on the crossing ranged from "Edgy" to "Exciting". We were all tired and glad to get out of the boats. The Eaton's Point Coast Guard people were very hospitable. With a few more miles to Caumsett Park, we had arrived to within one day's travel of the end of the trip. It had been another 24 mile day.

On this windy night we camped as close to the cliffs as possible and sweated out how high the tide would rise during the night. We got up to check on it a couple of times, the water came to within ten feet of us.

Our final morning found us with mixed feelings about the trip ending. Everyone had lost weight and felt tired. A police launch joined us off Bayville. Someone had reported us in trouble. On a flat calm day? Where were they when we were crossing Smithtown Bay? After a phone call to advise of when we expected to arrive, we came upon a sailboat race off King's Point. A few harrowing moments there, then we single filed it to cut down chances of a collision. Those boats were coming straight at us.

Families, friends, cameras, champagne and beer awaited us at Fort Totten. The news media was supposed to have arrived but no one told them that we were coming in early. It started to rain, so we left.



Around Long Island in a Dozen Days

Report by Paul Duplatre from ANorAK

have been able to continue only a few more miles on the bay side before it would end, forcing us to portage over to the ocean, probably across private property. As we approached the mouth of the inlet, Jim ran his kayak up against a marker post by accident and the force of the current turned him over. We lost our stove and a few other items not properly stored. After this incident, everyone agreed on the importance of knowing the eskimo roll. Only one of us on the trip knew how to do this.

We irritated a few fishermen passing close to the breakwater, which was necessary in order to avoid the extreme turbulence a short distance from the jetty. One fisherman deliberately cast a hook and sinker over Carl's boat. A few words were exchanged.

The signs along the beach said, "No Camping, No Tents". They did not say, "No Sleeping". A walk into town for pizza and wine and a car fire in a Porsche on Montauk Highway and us four firemen just happening by, we took appropriate action. We only covered 18 miles on this day.

A fairly calm day greeted us the next morning, day 6. Launching, stretching exercises, grocery stops and setting up camp had become easy routines. We had another hot, humid day and Tom was not feeling too well. The beaches along the Hamptons are extremely steep. At

the point. After taking photos at this easternmost point of the trip, we made an easy ten mile trip along the north shore of Montauk to a campout on the beach. The firehouse crew joined us around a nice fire over which we cooked some fresh bluefish. With wine and beer, not bad. After everyone turned in a light rain began to fall. A major change in direction was in store for us, taking us in the morning northwest towards Orient Point.

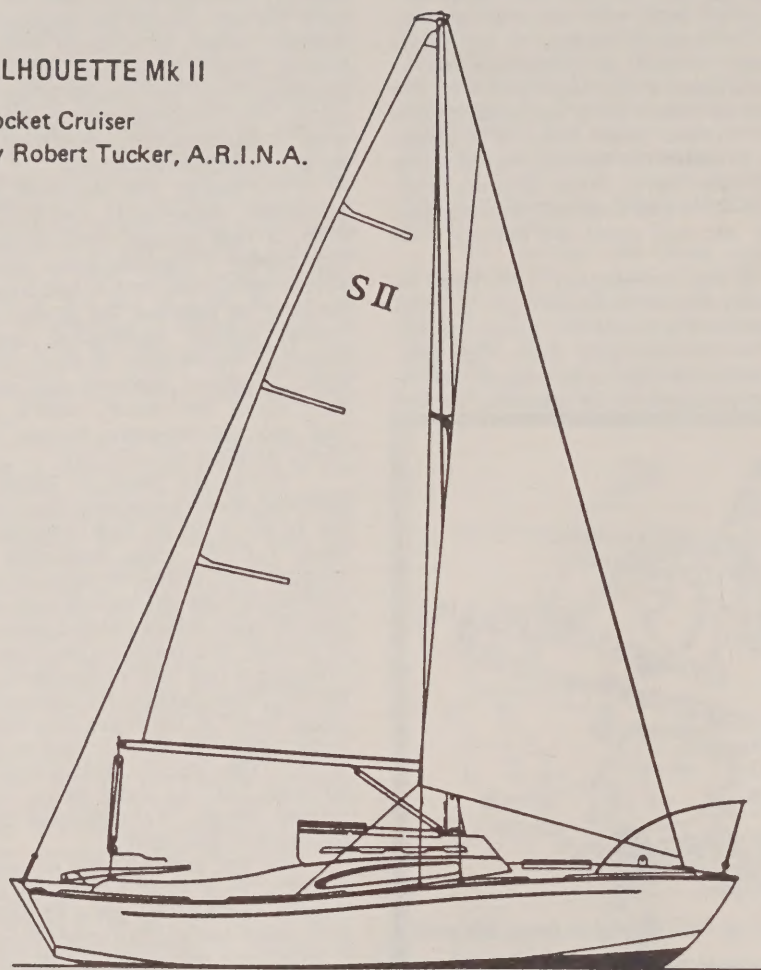
Well, on September 13th, our eighth day, we were a day ahead of schedule and had covered 161 miles in a week. A 15 mph northeast wind greeted us this morning and it was supposed to pick up during the day. We decided to pass on the lee (west) side of Gardiner's Island to conserve energy. We expected a rough crossing from the north side of Gardiner's to Orient Point (6 miles) but the water went flat calm resulting in an easy crossing. We saw ospreys and some loons along the way today. We passed easily through Plum Gut on an incoming tide.

A light rain started falling, the wind picked up from the northeast and three to four foot following seas drove us along for 5 miles on the north side of Orient Point. Tom hit a rock but suffered no damage. To escape the wind we camped in a gully along the beach, one tent had a broken support pole. It had been a 22 mile day.

SILHOUETTE Mk II

Pocket Cruiser

by Robert Tucker, A.R.I.N.A.



SPECIFICATIONS

LOA	17' 3"	Sail Area (Total)	115 sq. ft.
LWL	13' 0"	Main	65 sq. ft.
Beam	6' 9"	No. 1 Jib	67 sq. ft.
Draft	1' 7"	No. 2 Jib	50 sq. ft.
Displacement	1,100 lbs.	Genoa	100 sq. ft.
Ballast	200 lbs.		

In Search of a Camper/ Cruiser

*Safely to Sea
in Silhouette*

Sometimes the new amateur boat-builder thinks in terms of building a 35 to 40 foot sailboat capable of taking his family to exotic places over extended periods of time. To finance this dream he is willing to invest as much as \$2000 or \$3000 on the whole project. The rude awakening occurs when the plans arrive and he finds that amount is budgeted for sails alone.

A more affordable solution is the pocket cruiser, a scaled down version of that larger dreamboat. The SILHOUETTE MK II is one of the smallest such pocket cruisers that can take a couple to sea and bring them back safely, according to her designer, Robert Tucker.

There are some very confused ideas extant about what constitutes a seagoing craft and for the newcomer to cruising at sea it can all be rather perplexing. The development of the minia-

ture two or three berth sailing cruiser and its appearance offshore in all kinds of weather has given rise to a good deal of headshaking amongst owners of larger more conventional yachts.

The small sailing cruiser is essentially a coastal craft, although those developed along Junior Offshore Group lines are capable of being raced at sea. There is no such thing as a guaranteed safe seaboat, only the crew can control the degree of safety at sea, the term "seagoing" is more applicable to the man than to the boat.

A favorite and mildly contemptuous nickname for the pocket cruiser is a "Boat With a Lid." A true pocket cruiser has a less boxy profile than a miniature cruiser and her cockpit, although it may not be self-draining, is more in the nature of a footwell. She has proper side decks, coaming and an after-deck. The actual

cockpit space is reduced by locker seats which may even be buoyancy compartments. It is still a big cockpit relative to the size of the boat, but it is often quite separate from the cabin. If accidentally filled with water, there is still the sealed-off stern locker and cabin to retain buoyancy. The risk of overpowering the boat by repeated swampings is still grave enough, but not as final as if the boat had a completely open aft end. The hull form may not always be so very different from that of the day sailer or cruiser, but in addition to the stable sections, there is the added power of a ballast keel or keels and a sail area of a very modest size. The sum total is a craft that handles easily.

The SILHOUETTE MK II has all of these features and she has passed the J.O.G. Stability Test which consists of hauling her over by winch until she is

on her beam ends. She must recover from this 90 degree list without filling in the process. Boats such as this are safe and unsinkable little craft. They sail extremely well and are well built. Designers put much more time into designs such as this in order to fulfill all the J.O.G. requirements. Yet, though the safety margin is greater, they are still not to be ranked with the larger offshore racer/cruisers.

A detailed examination of SILHOUETTE discloses modern and attractive features that are yet practical and oriented towards amateur building.

The most difficult design problem for the naval architect is to provide sitting headroom in a 17 footer without an ungainly cabin resulting. Tucker has neatly done this with a "Powderhorn" sheerline which provides a high sheer forward for dryness beating to windward as well as headroom below deck, all in one beautifully proportioned profile.

Below the waterline, twin bilge keels add necessary lateral plane to the shoal (1'7") draft keel. The twin bilge keels have numerous advantages both afloat and ashore, not the least of which is shallow draft. For those who sail on salt water and use a mooring that dries out at low tide, or those who run aground and are left high and dry, cooking and sleeping can be accomplished on the boat. Ashore she can be stored in a garage or in a driveway, sans trailer or cradle.

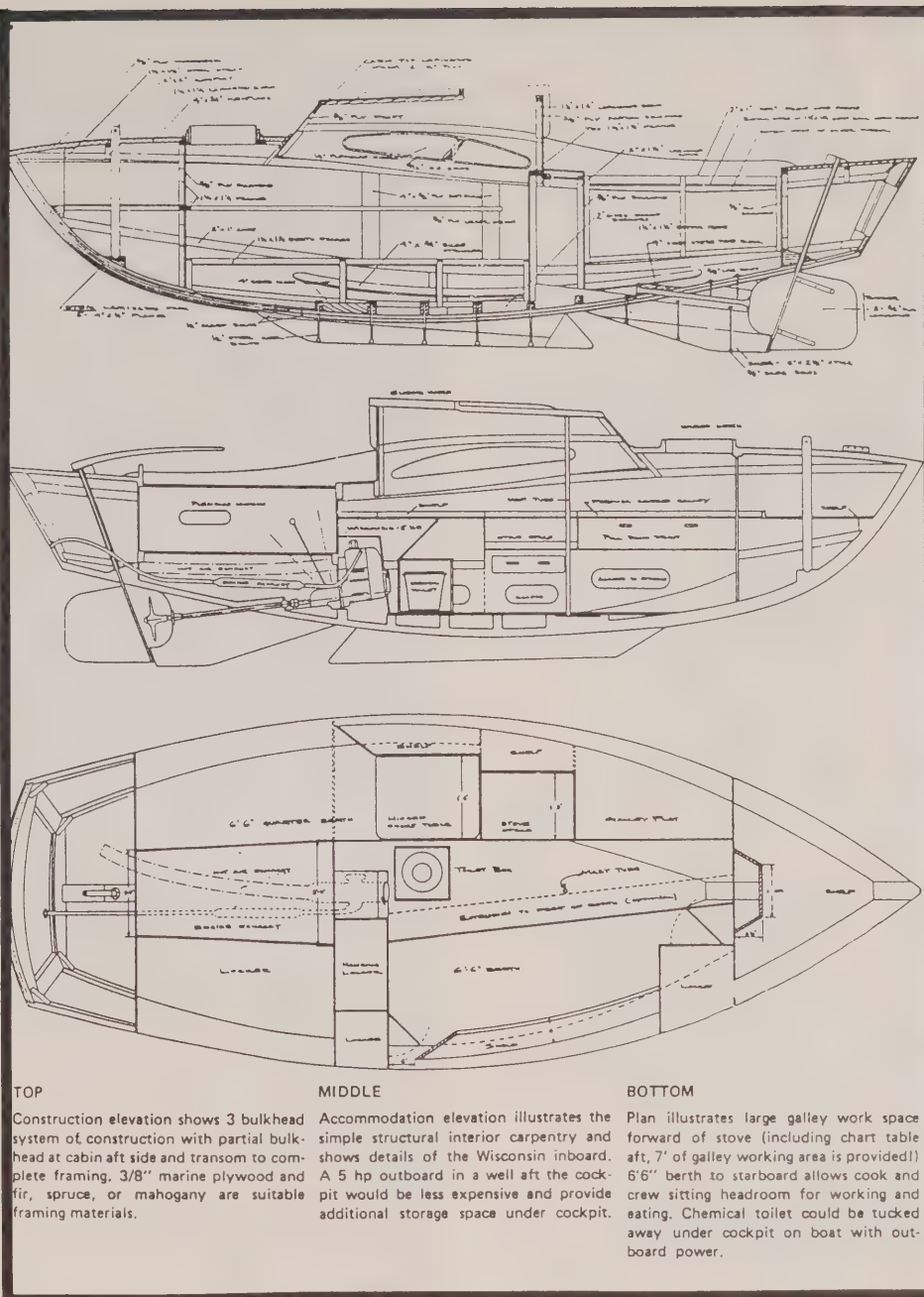
SILHOUETTE uses the bulkhead system of construction which eliminates the need for a dozen or more frames with tedious assembly. There are only three of these 3/8" marine plywood bulkheads plus the transom and cabin aft bulkhead. These are framed on one side with 1-1/4" x 1-1/4" fir, mahogany or cedar. The stem is laminated from five 1/2" x 4" planks; this in turn is bolted and glued to a keel or hog of two 3/4" x 4" laminated planks. The sheer and chine are 1" x 2" planks. For the purpose of planking and alignment, five temporary molds are used. These are removed when the planked up hull is flipped over and the cabin lockers, berths and galley furniture replace them while further contributing to the strength of the hull.

The cockpit is wide with a 20" x 48" footwell and a bridge deck separating cabin from cockpit. The starboard seat has a full length locker under for storage.

The cabin of SILHOUETTE has a 6' 6" berth to starboard and a quarter berth to port with a fold-down chart table over its forward end. In place of the usual companionway ladder, a toilet box does double duty as a step and as a seat for working with charts. Amidships is a recess for a stove and forward is a 3' wide counter with storage under. Counting the chart table area, one can have as much as seven feet for meal preparation!

The forepeak is a 2' 6" deep shelf with room under for anchor and line.

The foredeck hatch is located so that the forward hand can stand in the cabin and change headsails or roller



TOP

Construction elevation shows 3 bulkhead system of construction with partial bulkhead at cabin aft side and transom to complete framing. 3/8" marine plywood and fir, spruce, or mahogany are suitable framing materials.

MIDDLE

Accommodation elevation illustrates the simple structural interior carpentry and shows details of the Wisconsin inboard. A 5 hp outboard in a well aft the cockpit would be less expensive and provide additional storage space under cockpit.

BOTTOM

Plan illustrates large galley work space forward of stove (including chart table aft, 7' of galley working area is provided). 6'6" berth to starboard allows cook and crew sitting headroom for working and eating. Chemical toilet could be tucked away under cockpit on boat with outboard power.

reef the mainsail in complete security.

The bow pulpit is intended more as an aid for the man handling the anchor than for the poor foredeck man struggling to stay onboard. Plexiglass used on the hatch cover along with long side lights flood the interior with light and air.

SILHOUETTE has a simple masthead rig with permanent backstay, a set of spreaders supporting the upper shrouds and one set of lowers. The mast is solid spruce, 3-1/4" x 2-1/4". A galvanized steel tabernacle permits pivoting the 20' mast forward by using the main halyard. The sail plan is small for a 17' boat. A 65 square foot main and a 50 square foot working jib total 115 square feet. Two genoas, 67 and 100 square feet respectively complete the sail inventory. Many day sailing dinghys of 14' carry more sail area and it may be possible to adapt some secondhand sails to SILHOUETTE.

Because this pocket cruiser is deliberately undercanvassed to protect inexperienced owners from inherent disaster resulting from failure to shorten sail in bad weather, she is slow in light air or in beating to windward in short, choppy seas.

For a family wanting to wet their feet in cruising this is an easy and inexpensive solution. She can be trailered without a special cradle and floated off the trailer with that 19" draft and easily recovered after a day's outing, total weight only 1100 pounds. Over 6000 have been built worldwide.

Plans sell for \$55 and include ten blueprints with complete drawings of all construction details for hull, rig and all hardware. They are extremely detailed and allow some choice in building materials. Further information can be obtained from Robert Tucker Designs/USA, 27 Dana St. Cambridge, MA 02138.

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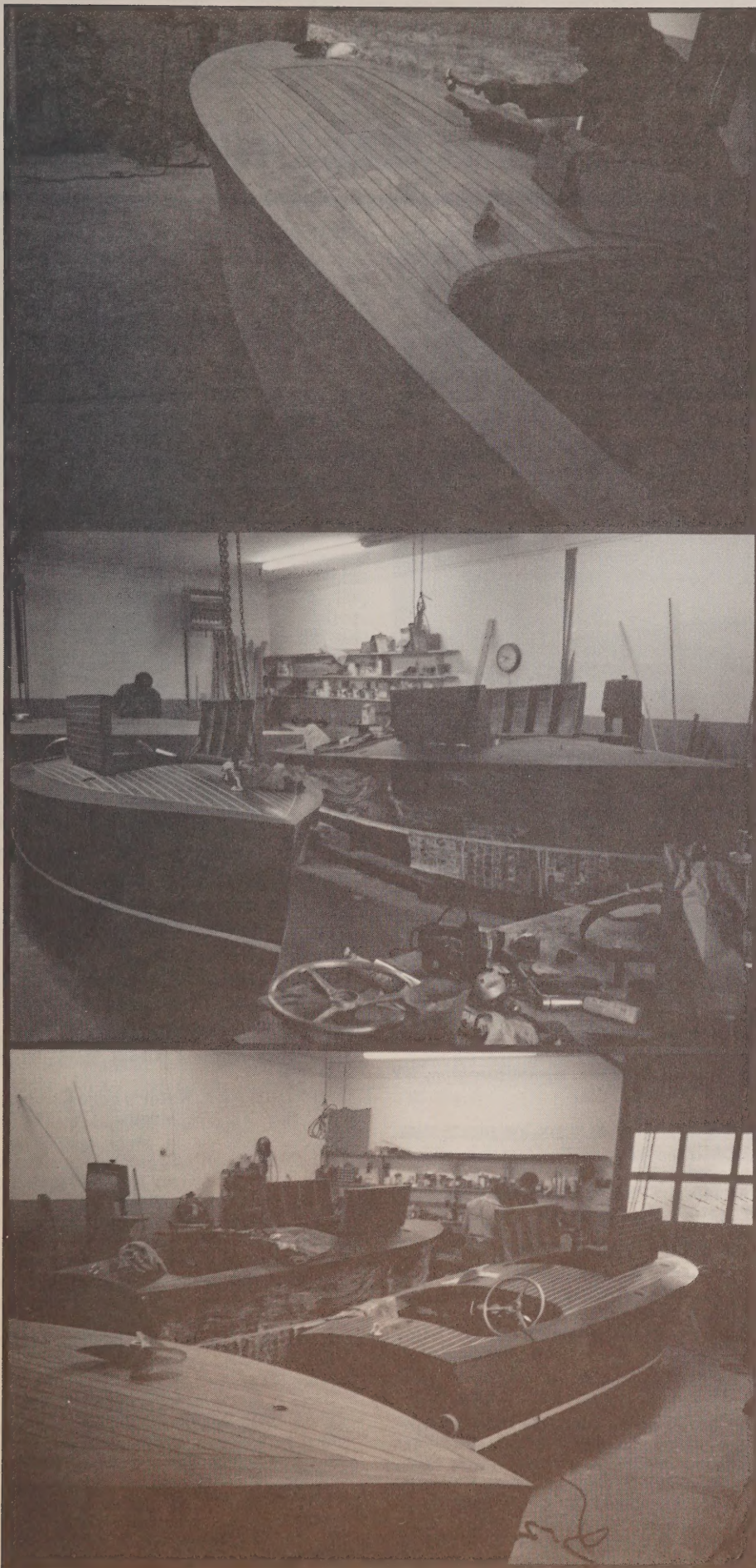


Back in our January 15th issue we ran a short feature on the Garwood Speedster replicas being built in Buffalo, NY. Tom Frauenheim of Jafco Marina in that city is the man doing the building, and he has sent us the photos we bring you here of these little speedboat delights under construction and out on the water.

For readers who missed the January 15th issue, these boats are built

of fiberglass initially, laid up in a mold taken off an original Speedster. Then the plastic hulls are veneered with mahogany planking and WEST epoxy. The boats are then finished off with all original design hardware and a modern V-6 165 hp engine. The price for the completed boat is \$16,000. Interested in more details? Contact Tom at Jafco Marina, 2192 Niagara St. Buffalo, NY 14207, phone is (716) 876-5944.





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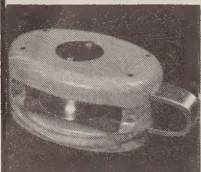
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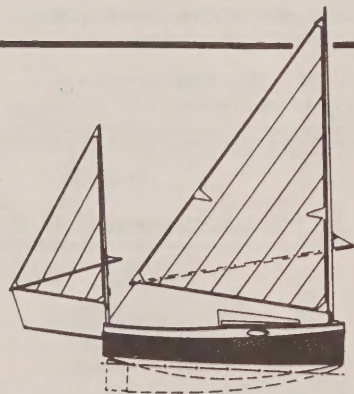


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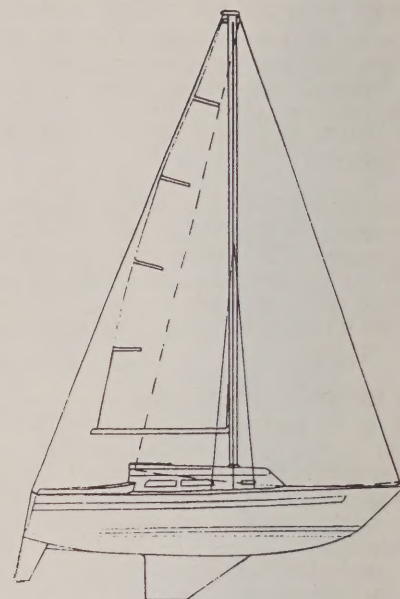


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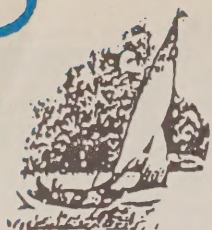
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